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20 February 1959

STAFF MEETING MINUTES - 17 February 1959

25X1A
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Personnel Present: Mr. Bissell

Mr. Cunningham

25X1A

1. NEW DESIGNATION FOR DPD, AND DIVISION'S PLACE IN DD/P COMPLEX -
A recommendation has been forwarded to the DCI suggesting a series of names. (On 18 February the DCI decided that the title "DPD" would be retained.)

Mr. Bissell pointed out that the unit should consider itself as a Division and not as a Senior Staff such as FI, PP and CI and that in reporting structure and functional aspect it is equivalent to an area Division or International Organization Division.

2. MALFUNCTION REPORT FOR PERIOD ENDING 31 JANUARY 1959 -
Mr. Bissell mentioned that he requested this subject be included on agenda in order to make the point that in the future it will be desirable to have an oral review of the report at the next staff meeting following the dissemination of the report. In this way timely comments from branch chiefs concerned (Operations, R & D, Communications, etc.) could be had.

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The most recent report was concerned primarily with Systems IV. It was noted that [] problem was the need to eliminate noise which is obliterating certain desirable signals whereas System IV locks on to noise.

It was observed that the tracker had improved slightly (79.3%) but Mr. Bissell stated this was unsatisfactory still even when compared with the B Configuration which had 90% effectiveness over a course of 10 missions. It was suggested that improper pre-flighting and field maintenance was a quality control problem whereupon Mr. Bissell commented that there should be noticeable improvement with three Perkin-Elmer personnel now in the field.

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ACTION: [] (to report after next malfunction report.)

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[] commented that equipment is now reaching cycle where effectiveness time is running out, raising question--are we to bring equipment back. Mr. Bissell directed that a hard look be taken at all major equipment in above category to establish our factory overhaul schedules. In connection with the B cameras the schedule will be worked out with FOG.

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ACTION: []

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[] stated that the IRAN program of the air frames would possibly run into the fall season. Mr. Bissell stated he wanted steps taken to complete the program by the end of summer even if it was necessary to push three aircraft at a time. In this connection much depends on the speed with which we can get J-75's. It appears the J-75 will be effective to increase the profile by 4,000 feet. This is the estimate [] made at a recent meeting with Mr. Bissell and Mr. Kiefer. The range penalty would be approximately 300 miles but at any rate it now appears that the U-2 will definitely be operational through summer 1960 as result of these improvements. Needed: money and maybe we can make deal with Navy to purchase J-75's from them. [] suggested we use the [] test recently asked for by Navy as a bargaining point in negotiations with the Navy.

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ACTION: Mr. Kiefer, []

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3. [] /DET B TRIP REPORT - [] reported that the [] Intel section subscribed to the conclusions reached on the boom climb test. He advised that he informed [] we would periodically review the tests and send notice of such reviews to [] In his discussions, [] not technical.

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Col. Quinette also dispelled the rumors re the longevity of the U-2. It appeared that the story the [] had was based on unsubstantiated fact and miscalculations. He felt that real confidence would be built as soon as the first mission was flown and therefore we should not wait too long to get maximum coverage. The

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[]

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[] is scheduled to return 4 March but the [] people felt it would be another week (approximately 11 March) before [] could be approached since he will be reporting to various sources on [] trip.

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Mr. Bissell requested efforts be made to approach [] as soon as possible since there will probably be a stand-down when the Western powers conference takes place in Germany and this could slip us even further unless we get to [] soonest.

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ACTION: Mr. Bissell (cable sent []

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Mr. Reber reported on his conferences with the [] and stated that there was never any misunderstanding on the reasons for going but only on where and that this had been cleared up to the satisfaction of all. A consolidated view of targets was drawn up. It was agreed that after the first mission there would be a re-examination.

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4. TEST STATUS BOARD - One A/C at test site now undergoing IRAN. There are four additional aircraft there now.

Engine tests are continuing on A/C #344.

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Mr. Bissell commented that we must watch LAC on engine tests to be certain there is no feather bedding. [] pointed out that [] has estimated that the test site will be able to cut down to 35 from the 40 to 44 people now. This raised the question as to whether a cut-back in personnel there would hurt our capability to provide two aircraft on twenty-four hour notice.

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Mr. Bissell may consider one A/C to be sufficient for standby. In this connection he requested [] make a report from standpoint of the test programs, IRAN, and standby requirements.

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[] and [] has only one more test (at altitude), but on the other hand, there is a training program coming up. In addition, consideration must be given to noise reduction, telemetry tests and of course J-75 tests.

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ACTION: []

5. C-130 GROUND TIME DURING STAGING - Mr. Bissell asked for a study of the Communications at [] specifically was it necessary to activate it there (once set up) before the support A/C leaves [] it must be functioning before the U-2 took off. The above time estimate could be taken up after first mission.

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[] commented that [] messages had made no reference to approval for comms at [] and it was agreed that [] should be queried relative to whether we shouldn't quietly insert this factor into information passed to PAF (provided this had not already been done.)

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ACTION: [] (taken by cable 18 February.)

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[] announced that the communications link at Perkin-Elmer has been opened and the link with Fort Worth is expected 23 February.

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APPROVED: []

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WILLIAM BURKE
Colonel, USAF
Acting Chief, DTD-DD/F

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